

Today's
Advertisements.CANTON INSURANCE OFFICE,
LIMITED.
NOTICE.

NOTICE is hereby given that SCIP CERTIFICATE No. 1,445, issued 6th July, 1896, for one share numbered 1,660 in the above Office, standing in the name of Mr. YONG SENG, of SWATOW, has been LOST, and should the same not be produced before the 25th instant a new Scrip Certificate will be issued to the said Mr. YONG SENG, and no transaction taking place under the said Scrip Certificate No. 1,445 will be recognized by the Office.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.
Hongkong, 15th May, 1896. [817]

CAROLINUM-AVENARIUS
USED FOR 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness. Sole Agents for China, SCHEELE & Co.,
Hongkong, 15th May, 1896. [821]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW.
THE Company's Steamship

"HAIMUN,"
Captain Bathurst, will be despatched for the above Port TO-MORROW, the 16th instant, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.
Hongkong, 15th May, 1896. [818]

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI.
(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NANCHANG, TIENTSIN, HANKOW and PORTS on the YANGTZE.)
THE Company's Steamship

"AGAMEMNON,"
Captain Steers, will be despatched as above TO-MORROW, the 16th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th May, 1896. [826]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"NAMO,"
Captain Hall, will be despatched for the above Ports on SUNDAY, the 17th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.
Hongkong, 15th May, 1896. [819]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"SARPEDON,"
Captain Jackson, will be despatched as above on MONDAY, the 18th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th May, 1896. [770]

FOR TAIKOW AND TAIWANFOO.
THE Steamship

"OSLO,"
Captain Pedersen, will be despatched for the above Ports on or about MONDAY, the 18th instant.
For Freight or Passage, apply to
D. M. WRIGHT & Co.,
27, Praya Central.
Hongkong, 15th May, 1896. [822]

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI.
THE Company's Steamship

"STENTOR,"
Captain Peters, will be despatched on MONDAY, the 18th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th May, 1896. [824]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR TIENTSIN.

"NANCHANG,"
Captain Finlayson, will be despatched on FRIDAY, the 22nd instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th May, 1896. [815]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

"TAIYUAN,"
R. Nelson, Commander, will be despatched on SATURDAY, the 23rd instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th May, 1896. [825]

"RICKMERS" REGULAR LINE OF STEAMERS.
FOR ANTWERP, BREMEN AND HAMBURG.
(Taking Cargo at through rates to RUMSEA, PORTS, MEDITERRANEAN AND BLACK SEA PORTS.)
THE Company's Steamship

"DEIKE RICKMERS,"
Captain Seigel, will be despatched as above on FRIDAY, the 15th June.
For Freight or Passage, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 15th May, 1896. [791]

Today's
Advertisements.

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alteration.)

As follows:—Wednesday, 20th May.
TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship
"ASLOUN"
will be despatched hence for HONOLULU, VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on WEDNESDAY, the 20th May.

Consular Invoices of Goods for United States Ports should be in QUADRUPPLICATE, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 15th May, 1896. [773]

"SHIRE" LINE OF STEAMERS.
FOR NAGASAKI, KOBE AND YOKOHAMA.
(With liberty to tow the S.S. "BONNINGTON" from HONGKONG TO NAGASAKI.)
THE Steamship

"CARMARTHENSHIRE,"
Sinecock, Commander, will be despatched for the above Ports on THURSDAY, the 21st instant, at Noon.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 15th May, 1896. [800]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"CATHERINE APCAR"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 10th instant, will be landed at Consignees' risk and expense into the Godowns of the Wanchai Warehouse and Storage Company, Limited, Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be counter-signed by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 15th May, 1896. [823]

DAKIN, CRICKSHANK & Co.,
LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.
SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYVADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures. Special terms to Hotels, Clubs, Messes and other Large Consumers.
Any complaints should be addressed to the Manager.
Hongkong, 15th May, 1896. [427]

A. S. WATSON & Co.,
LIMITED.
ESTABLISHED A.D. 1841.

WINES
AND
SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LIST,
with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and corrales as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "X" is universally popular, and is

Intimations.

pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & Co., LD.
THE HONGKONG DISPENSARY.
Hongkong, 10th January, 1896.

MARRIAGE.

At the Methodist Episcopal Church, Singapore, on the 4th May, HENRY JOHN MURRELL, Waiver, Criminal Prison, eldest son of Henry Murrell, of Colchester, Essex, to ADA, youngest daughter of Joseph Roole, Colchester, Essex.

DEATH.

At the Government Civil Hospital, on the 14th instant, Dr. C. B. MARTIN, late Surgeon of S.S. *Albatross*.

THE Hongkong Telegraph
HONGKONG, FRIDAY, MAY 15, 1896.

REUTER'S MESSAGES.

CHOLERA IN ALEXANDRIA.

LONDON, May 13th.
Cholera has broken out to an alarming extent at Alexandria.

ITALIAN TROOPS LEAVING AFRICA.
Fifteen thousand Italian troops are about to embark at Massawah on their return to Italy.

THE EDUCATION BILL.
The Education Bill has been read a second time in the House of Commons.

RESIGNATION OF A MEMBER OF PARLIAMENT.
Sir John Pender has resigned his seat in Parliament owing to ill-health.

LOCAL AND GENERAL.
THE Russians have obtained a large site for a settlement at Fusan.

SEVENTEEN natives were recently arrested in Hupoh for putting into circulation several counterfeit bank notes.

DURING the month of March there were 245 births and 699 deaths in Singapore. Of these 139 and 540 were, respectively, Chinese.

A FEW days ago a coat was stolen from the porch of the Osaka Local Court. The coat belonged to Mr. Suzuki, the public procurator.

MR. OYSTER MUSEY's concert party is making an extremely successful tour through Java. Mr. Musey expects to revisit Singapore on or about the 20th inst.

THE new French Settlement at Hankow, which M. G. Dubail, French Consul-General at Shanghai, has arranged with the Viceroy Chang Ching-kuang, is between the German and Russian Concessions, and consists of about 400 *mou*, with 100 *chang* of river frontage.

FIVE cases of cholera were reported in Singapore between noon of the 9th inst. and noon of the 10th. Four of these were discovered after death, and one was sent to hospital. Of the five, four were Chinese males and one was a Malay female. Six cases were reported during the ensuing 24 hours.

THE Kinshu Tea Traders' Association has decided to despatch Mr. Kanda, of Fukuoka, and Mr. Ono, of Kamamoto, in addition to representatives of the tea traders in each prefecture of Kinshu, to Formosa, to lease certain ground reserved by the Government and start the manufacture of tea.

A FRENCHMAN named Valentign was charged to the Magistrate's Court, Singapore, on the 6th, for attempting to stow away on board the steamship *Amaranth*. The prisoner was a deserter from the French Marines, and, with three or four other men, jumped over the side of a French steamer at Tanjong Pagar last week and deserted. He was anxious to get a passage to England. He was cautioned and discharged.

A SAD accident, terminating fatally, occurred at Penang on the night of the 4th inst. It appears that Captain and Mrs. Play retired to rest about ten o'clock, as usual. About eleven o'clock the Captain was awakened by a bumping sort of sound on the back of his house. He immediately got up, and on making a search found Mrs. Play lying at the foot of the stairs unconscious. Dr. Haviland was immediately sent for, and on examining the lady pronounced her extinct. The cause of death arose from a severe wound on the back of the head, which had been evidently caused from the fall down the stairs.

On the 6th inst. two Chinese, one named Khoo Swee Bock and his father Khoo Low Chang, surrendered before Mr. Bryant, the Penang Magistrate, in anticipation of their arrest on a warrant issued at the instance of Mr. O. Slack, of Messrs. Behn Meyer & Co., charging the two, who were the storekeeper, with criminal breach of trust in respect of a number of *shup* of tin of the value of \$83,000, and the father with abetment of the offence. The particulars have not yet come to hand. Mr. Ross has been retained for the prosecution, and Mr. Van Sonner for the defence. The case has been postponed to the 24th. Bail was fixed at \$15,000 each.

MEMORANDA.

TO-MORROW, 16th May.
4.30 to 7.30 p.m.—Ballot for the Sanitary Board, at City Hall.

9 p.m.—Meeting of Penang Free Press Lodge.

SUNDAY, 17th May.
Daylight—Olympic Games at Victoria, B.C., and Tacoma, W.A. (see page 2 of this issue).

THERE were seventeen cases of plague to-day—five in the City, seven in Kowloon, one in the Harbour, one at Stonecutters Island, one from Aberdeen, and two from Singapore by the *Taipei*.

SEVERAL influential merchants of Yokohama propose to start a company styled the Taiho Steamship Co., with a capital of 5,000,000 *yen*, and to open a regular line between Yokohama and Portland, Or., with three new steamers of 5,000 tons each, to connect with the Oregon railway in the United States.

ABOUT 10.15 last night fire broke out in No. 73, Jervois Street, occupied by a tea and tobacco merchant, through the explosion of a kerosene lamp. The two top floors and the top floor of No. 12, Burd Street, just at the rear, were gutted, the goods on the ground floor being damaged by water. The stock was insured for \$8,500 in the Hamburg-Bremen Fire Insurance Co., Messrs. Carlowitz & Co. agents. The business has been established for fifty years and this is the first fire.

ON account of the clause in the Treaty of Shimoda compelling the Chinese in Formosa to become Japanese subjects or leave the island before the end of May next, a vast number have chosen the latter as the preferable alternative, says the *Herald*, and are now selling out their valuable holdings to Japanese speculators for a mere song. Messrs. Asano Seichiro and Sekine Zenjiro, who visited the island with a mining expert last year, have purchased certain valuable hot springs at a very low figure. Mines, arable lands, and other properties are all going cheap.

EARLY on the morning of the 22nd ult. fire broke out on Cotton Green, Colaba Causeway, Bombay, an extensive piece of ground, where many lakhs of cotton bales are pressed and otherwise stored after delivery by the railways, ready for shipment. An alarm was raised a little after midnight. The burning mass consisted of the whole square of cotton bales, containing several thousands, stacked one above another to a height of eighteen or twenty feet. Fire Brigade Superintendent Nicholls endeavoured to confine the flames to the block in which the fire originated. This, fortunately, was comparatively easy, as there was little if any breeze, and though even the bales on which the flames were discovered were on fire, the flames were confined to the block in which the fire originated, and did not spread to the other blocks. The whole vicinity. Scores of European and native cotton merchants and brokers were on the scene by one o'clock, and the hundreds of coolies gathered there set to work to roll out the bales to a safe distance. The origin of the fire was almost unmistakable spontaneous combustion.

WHEN Port Arthur was taken by the Japanese a steamer, 83 feet in length and of about 750 tons, was found in dock there and taken possession of. She is now at Sasebo and is advertised for sale.

EVERY dockyard in Japan is now being employed to its utmost capacity, and the supply of facilities does not reach the demand. Something like half a score of new docks are under construction, while the new docks at Yokohama and Uraga are fast nearing completion.

THE Japanese Home Department has issued an order prohibiting the sale of an engraving published by Yoshio Jhei, of Osaka, which is a reproduction of the picture of the nude that was prohibited at Kyoto. The prohibition states that the picture is detrimental to public morals.

WHEN the New Zealand steamer *Isola* was approaching South Africa on March 14th, a large passenger named Knight went to the bathroom, took a salt-water bath, and then (as the custom was) poured over his head a tin of what he supposed was fresh water, placed there for the purpose. Unfortunately the tin contained carbolic acid, and the man was so fearfully burned that he died in a few minutes.

THE corrected returns of the quinquennial census taken in the German Empire on the 2nd of December last show the total population to be 52,224,523. The increase has been larger than in any preceding quinquennial period, and is at the rate of 1.14 per cent. per annum. The German newspapers point out that the population of the Empire now exceeds that of France by 14 millions, and that the growth in Germany since the census of 1860 has been nearly three millions, compared with barely 120,000 in France.

spite of Agrarian lamentations, there is hardly a trace to be found in the census returns of the depopulation which is supposed to be overtaking the rural provinces of Germany. The chief increase is, however, still to be found in the industrial regions.

ANOTHER conquest of light is M. Charles Henry's sulphide of zinc. M. Henry is a French chemist of the school of Berthollet, who has revealed to us a power of sulphate of zinc to absorb sunlight and give it back in the dark. *Poudre de zinc* made with this mineral gives a soft luminous light to a fair young face. A lady cylinder dusted all over with this powder is in herself a lamp or a pitch-dark night. The luminous pigment is not liable to be spoiled by damp, by carbolic acid, or by any weak acid. It resists rain if united to some strongly adhesive body. There is a house in the Rue de Valenciennes, where a windowless set of rooms is lighted with light, where a house receives there her friends at "five o'clock." The apartments seem bathed in moonlight, the curtains are as if studded with glowworms, the ceiling scintillates. The furniture looks as if it rubbed with phosphorus. The play of light on coloured objects gives the impression of Aladdin's underground palace. O then they take the rich glowing tones of the topaz, ruby, and emerald. This powder does not lose its brilliancy if used in stucco or in a black dress trimmed with lace. Made impalpable by it is more than bewitching.

RUBBING HEAD.—A correspondent complains of an odour worse even than the famous combination of Cologne which assailed him on his arrival in a certain newspaper office in the New Road. He asserts that he is the character of the emanation that he decided to investigate the source, and found that it arose from a fairly large heap of office refuse, and which he recognised as a quantity of skins of Dead Sea trout, some chips of British oak which had evidently managed to survive some strenuous attempts at destruction, a number of gull bladders which had been thoroughly drained of their contents, and a quantity of wormwood which had been exhausted of all its bitter properties. There were, however, some pieces of French chalk, from which, he said, he inferred that the material was used to lubricate the paper's machinery. Our correspondent, had he searched further, might have found that we have heard that such have been used for writing leading-articles, and that the Anglo-French correspondent, guaranteed Slane's independence.—*Don Oliver*.

M. NICOLA TESLA, the famous electrician, announced recently that, after experimenting for several years, he had come to the conclusion that it would soon be possible to dispense with telegraph wires, and to transmit messages to any place on earth, or even the nearest planets, by the scientific utilisation of electric waves. These plans will doubtless claim that the Mahatmas anticipated his supposed discovery. Mr. Tesla hopes are long to demonstrate the practicability of his plan.

If people had known six months ago the changes that would take place in the war dance now performing on the world's stage, the war scare would not have been so great a one. If the real facts were admitted, it would be seen that modern nations are too much frightened of the ultimate results to engage in war with each other. They fight first by bluster and threats, and secondly by combination and chicanery. None is actually as big as it thinks it is, and Europe is no longer the whole civilised world.—*American Ex.*

THE writer of "Stray Notes" in the *Kobe Chronicle* in a recent issue says:—It will be remembered that I gave great offence to a Hongkongite by the story of "Welcome back to civilization!"—words with which the unfortunate was greeted on his arrival in Kobe. I don't know what people of the Pacific coast will say, but a visitor who recently arrived here from that part of the world, after being absent from Japan for ten years, was decidedly uncompromising in a similar sense to the place whence he had come. He was asked how he came to "leave civilization" with the object of settling down in such a country as Japan. "Civilization!" he said, with a fine scorn, "there is no civilization on the Pacific coast—not yet at least."

A JAPANESE officer accredited to Peking claims, says the *Mail*, to have discovered that the Chinese in the interior of Mongolia are very partial to the Japanese. This may be so, but before giving credence to this assertion the *Herald* would like it to be endorsed by some independent authority. Public sentiment, he says, that "whilst Western people were bent on diffusing a new religion, or greedy of making commercial gains, the Japanese were entirely free from such traits," but immediately confutes the latter statement by telling his countrymen that "the present is the golden time for Japanese merchants to export Japanese commodities to Manchuria; if other words, he suggests to his countrymen that now is the time for making commercial gains. This advice appears to be decidedly inconsistent with the statement that they are not greedy in the pursuit of commercial profit.

THE SUBSIDIZED BELGIAN STEAMERS.
The proposed daily service of steamers between Ostend and Tilbury, subsidised by the Belgian Government in the interests of Belgian agriculture and railways, is exciting much interest in France. One object of the scheme is to divert to Belgian railways traffic which now goes over French lines, between England and various parts of the Continent, such as the Australian wool from London to manufacturing towns in North-eastern France, and even the cut flowers sent from the South of France, and a greater share of the Italian produce than the 10 per cent. now taken by Belgian lines. The French railway authorities have decided, whatever rates may be offered by Belgian lines in pursuance of this scheme, to offer rates lower still, and a correspondent of the *Times* says the English steamship lines are fully prepared to enter into a war of tariffs, which would be the new Belgian line may fix. The Chairman of the London Direct Short Sea Traders' Association calls Parliamentary attention to the Association, the Foreign Office having remained deaf to his appeals. He points out, among other things, that Belgian farmers will now be able to send us their produce almost carriage free.

It is urged with vehemence by the advocates of cremation that the present way of disposing of dead bodies by burial is unhygienical and the existence of cemeteries dangerous to those living in the vicinity. In this connection it is interesting to hear the results of the researches made by Professor Wolffhugel, of the University of Göttingen, and originally delivered in the shape of a lecture to the combined student body of that institution. The author of this opinion is a recognized authority in his department of study.

As reported by the *Frankfurter Courrier*, he stated that this investigation had ended with conclusions shared by many working in the same department at Berlin, Munich, and Göttingen. At all these places special examinations by competent men had been made into the claim that the existence of cemeteries is dangerous, in accordance with the laws there was absolutely no danger to the health of the neighbourhood, and the principles of hygiene in no way demanded the change from burial to cremation. The Professor demands that to each grave be given the space of thirty years, although in many cases a body becomes completely decomposed in six years. Then the cemeteries must be so situated that the lower stratum of water, even when it rises highest, must not reach the graves, in which cases drainage must be resorted to. In other respects there is no danger, as the ground absorbs everything, and not even the water which is one hundred metres from a cemetery is in any way in danger of pollution. It is simply ridiculous to claim that the air over the graves can in any way be contaminated by the bodies in these graves.

A NEW YORK telegram of the 4th of April gives the following description of Edison's latest improvement on the kinetoscope. A series of lanterns has been recently on exhibition in London. A new invention by Thomas A. Edison was shown to a few persons at the West Orange laboratory to-night. The new machine is really a grown-up kinetoscope, and is a success. Edison calls his latest invention the "vitascope," which, he says, means the machine showing life, and that is exactly what the new apparatus does. The vitascope is an improvement on the kinetoscope, by which the moving life-like figures of men, women, and animals are thrown upon a screen by means of bright light and powerful lenses. The film picture shown to-night was a coloured panorama of a serpentine dance by Anabella. The film roll on which the photographs were attached was arranged over half a dozen spools and galleys, and the machine was set in motion. Even the inventor himself was surprised at the result. Anabella danced for five minutes, and then a panorama of the English Derby was thrown upon the screen.

The feature of the new machine which astonished all who saw it, was the view of the almost entire absence of vibration in the pictures as they appeared on the screen, and which had been the hardest obstacle to surmount in perfecting the apparatus. The original photographs are about the size of a special delivery postage stamp, and to produce a life-size picture they are magnified about 600 times. Edison expects to be able soon to improve the kinetoscope so that it will be able to take pictures of the length of those which the present kinetoscope will take, and he expects that it will be possible for an audience to watch the photographic reproduction of grand operas and hear the singers and see the acting with as much distinctness of sound and vision as if they were in an open theatre.

AFTER a protracted theological discussion on the subjects of doctrine, dogma, tenets, and the like, the priests of the Tenri-kyo sect who recently argued these points with a chosen committee of Buddhists at Fushikawa have thrown up the sponge and their faith and acknowledged themselves in error. They have proclaimed their conversion to the Buddhist faith, and conviction in its infinitely superior worth. Some persons think that a priest who could have ever honestly believed in the Tenri-kyo sect might be excused for exchanging religious tenets with any one.

JAPANESE COMPETITION.
Japan is now negotiating commercial treaties with Austria and Switzerland, and expects soon one will be made with France. With the settlement of reading arrangements, Japan will have commercial treaties with all Western countries upon entirely different and far more favourable terms than those before existing. Whether as much good will come from them as Japan expects is an open question. Japan has succeeded in having the terms of them so drawn that, if anything, she will reap the most advantages from them. But commercial treaties like other treaties are often illusory, in that they promise more than can be fulfilled. At the moment it is apparently taken for granted that Japan will show a wonderful commercial development within the next decade and mainly at the expense of Western powers. As to the development there need be no doubt, but as for the expense, the progress of commerce in the East will be of benefit to the whole world and it is not possible for Japan, with even a great extension of her resources and a large addition to her manufacturing interests, to control or even to hold first place, for many years at least, in Asiatic commerce. That field is open also to American enterprise, and American manufacturers will not find an opposition from Japan there so strong as present prophecies would lead them to believe. Japan is not the coming commercial leader by any manner of means, and Americans should redouble their energies to secure that position.—*Maritime Review*.

THE STRANDING OF THE
"MENMUIR."

A Marine Court of Inquiry, composed of Hon. Commander R. Murray Ramsay, R.N. (President), Staff Commander C. R. H. Robinson, R.N., H.M.S. *Victor Emanuel*, G.A. Lee, Master *Empress of Japan*, P. Gibson, Master *Asamar*, and R. Barton, Master *Alphonse*, members, was held at the Harbour Master's Office this morning, respecting the circumstances connected with the stranding of the British steamer *Menmuir*, of London, High Cargo master, in the Inland Sea of Japan on the 1st inst.

The warrant constituting the Court and the application of the master of the *Menmuir* asking for the enquiry having been read, High Cargo master, stated—I am master of the steamer *Menmuir* and hold a master's certificate. I have been in the *Menmuir* since January, 1890, and have been in command altogether thirteen years. The *Menmuir* was on a voyage from Kobe to Hongkong with a general cargo. Her draft was 18 feet 6 inches and 13 feet 8 inches forward on leaving Kobe. We left Kobe at 2.30 p.m. on the 30th ultimo, with thick rainy weather, blowing fresh from the south. The weather commenced to clear up about 10 p.m. in the evening. By that time we had passed the "ten foot rock." At 11 p.m. the weather was clear and the moon rising. I remained on deck with the third officer until midnight, when, leaving the second officer in charge, the weather being clear and no junks in the way, I lay down on the sofa. I left instructions to be called at the entrance to Kurushima Straits, as I always like to be on deck at narrow places. I was not called, and the first thing I knew was that the ship had gone ashore in the mid. There was no shock, but I knew by the feel she had stranded. I rushed on to the bridge and asked how they got the ship ashore. They were disputing as to who was wrong and I told them to stop and attend to the ship. The engines were going full speed astern. I ordered the holds to be sounded and asked the second officer why he did not call me, and he said that the pilot had been asleep and when he was awakened it was too late, as the ship went ashore soon after. The pilot admitted to me that he had been sleeping. I called the chief officer and he sounded around the ship, finding sandy bottom sloping forward to the mainmast. There was a bank of mud from the mainmast to the funnel. She had gone through the mud onto the sand. The engines would not pull her off and I inquired as to the tide, and, as I found it was falling, stopped the engines, as the ship was too hard on the ground. I shifted cargo to the after part of the ship to lighten her forward, and pumped the after ballast tank out at the same time. At next high water (about 2 o'clock) I put the *ex-lies* astern, but as the ship refused to move I stopped the engines at 12.30. We were making no progress. I then prepared to lighten the ship at 10 p.m. The cooless came on board and commenced to unload the cargo into lighters. At 6 a.m. on the 1st I ran out a kedge and hove taut. At 11.55 I put the engines astern again, heaving on the kedge at the same time. Ship refused to move. At 1.40 stopped the engines and continued discharging cargo. At 2.27 a.m. on the morning of the 5th, the engines going slowly, the ship came off unexpectedly. The tide was attached to the kedge and the pilot, finding the ship to the kedge made no move. I took in cargo again, finishing at 11.10 a.m. on the 6th and at 12 weighed anchor and proceeded on the voyage, anchoring in Moji at 5.15 a.m. of the 7th. Left the same day and arrived at Hongkong on the 12th, the ship making no water on the passage. Docked at 4 p.m. on the 12th. There was no damage done to the ship—absolutely none. The ship is out of dock and now loading cargo for Australia.

By the Court—I have made this voyage three or four times a year for six years. I always take a pilot—always the same pilot, who is engaged by the Company. I think that the pilot should be trusted, except in narrow places, as his local knowledge should be sufficient to clear us of doubt, and was asleep in the chartroom, close by the bridge. The pilot was walking the bridge when I went below.

I left word with the pilot earlier in the evening to call me as pilot earlier in the evening. The pilot is a German, F. Bloch. When I am off the bridge the ship is in charge of the pilot, so far as the navigation is concerned. The ship must have gone ashore about 2.35 a.m. on the 1st. The ship was going about 10 knots.

T. Atwood, the second mate, corroborated this evidence. He awoke the pilot once and altered the course as directed by him. Later on again awoke the pilot as he felt uneasy, but upon being reassured continued his course. When he saw the ship was in danger he had no time to call the

Intimations.

SUITABLE FOR THE SEASON.

FINEST JAPANESE COTTON CRAPES
AND
SILK GOODS.

Every Variety in Colour, Stripes and Figures.

ORDERS

EXECUTED WITH CARE AND PROMPTITUDE.

SAMPLES are to be seen at
THE MITSUI BUSSAN KAISHA,
No. 8, Queen's Road Central.
Hongkong, 24th April, 1896.

WORTH A GUINEA A BOX.

**BEECHAM'S
PILLS**FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.

50 CENTS PER BOX.

Prepared only by the Proprietor—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG and the

EMPIRE OF CHINA—

WATKINS & CO.,

APOTHECARIES' HALL, 66, Queen's Road Central,
HONGKONG.**F. CAZANOVE,**
BORDEAUX.GOLD MEDALS
Bordeaux, 1892. Paris, 1889.**LIQUOR**
OF THE REVEREND FATHER
A. KERMANN.This ELIXIR is employed with
success to restore the FORCES
OF THE STOMACH AND FACILITATE
THE DIGESTION.

TONIC WINE

Of the Rev. Father A. KERMANN

MOKA-KINA of Dr. GOLZ.

CREME DE MANDARINE.

ATELINE ANISEE SUPERFINE.

Apply to Messrs. DODWELL, CARLILL & Co.,

Agents for M. OPPENHEIMER & Co., Paris.

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK-

MAKERS, JEWELLERS, SILVER-

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CHARTS AND BOOKS.

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and for Vacheron and Son's

CYCLOPATED OPERA GLASSES,

MARTIN GLASSES, and SPYGLASSES.

Nos. 54 & 56, Queen's Road Central.

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LEVY HERMANOS.

AND AT

SHANGHAI, MANILA, ILOILO AND PARIS.

JEWELLERY, DIAMONDS, WATCH,

CHRONOMETER, AND CLOCKMAKERS.

Also

GENERAL IMPORT & EXPORT.

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Opposite the Telegraph Office.

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FACTURERS AND JEWELLERS.

NAUTICAL INSTRUMENTS,

CHARTS AND BOOKS.

No. 48, Queen's Road Central.

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Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CITY OF RIO DE JANEIRO."

The above Steamer having arrived, Consignees

of Cargo are hereby requested to send in their

Bills of Lading for countersignature, and to take

immediate delivery of their Goods from along-

side.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk and

expense.

J. S. VAN BUREN,

Agent.

Hongkong, 14th May, 1896.

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NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAPAN."

FROM ANTWERP, LONDON

AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godown at Kowloon, where each

consignment will be sorted out mark by mark

and delivery can be obtained as soon as the

Goods are landed.

This vessel brings on Cargo—

From Italy, ex S.S. *Ganges*.From Madras, ex S.S. *Scindia*.

Optional Goods will be landed here unless

instructions are given to the contrary before 10

A.M. TO-MORROW, the 14th instant.

Goods not cleared by the 20th instant at 4 P.M.

will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged Packages must be left in the

Godowns and notice of same given to the Under-

signed on or before the 22nd instant, after which

no Claims will be recognized.

H. A. RITCHIE,

Superintendent.

Hongkong, 14th May, 1896.

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Intimations.

FOR CONNOISSEURS.

**EXTRA SPECIAL
GLEN WHISKY.**

\$11.00 PER CASE.

BEST VALUE EVER OFFERED.

WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central.

Hongkong, 13th May, 1896.

BUILD UP THE BODY.Influences are constantly at work to undermine health. When
you lose flesh, take cold & ill, become pale and weak, you need
building up, so there will be no danger of taking disease.**Scott's Emulsion**contains all the essential elements that give strength and vitality to
the system. It increases the appetite for other food, enriches and
warms the blood, assists in making healthy flesh, relieves inflam-mation of Throat and Lungs, and overcomes all emaciated, weak
tendencies. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

Notice of Firms.

SPECIAL NOTICE.

WE the Undersigned beg to notify
the Public that we have this DAY
PURCHASED from Messrs. WING CHEONG
& Co. the STOCK-IN-TRADE, FIXTURES
and GOODWILL of their BUSINESS as
MERCHANTS and SHIPCHANDLERS, and
the Business will be conducted from this 18th
day of February, 1896, as heretofore.

FOOK CHEONG & Co.,

[No. 44, Praya Central.

AH YON,

Managing Partner.

Hongkong, 18th February, 1896.

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Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND

Ports, and taking through Cargo to

ADELPHI, NEW ZEALAND,

TASMANIA, &c.)

THE Steamship

"MENMUIR,"

Captain Craig, will be despatched for the above

Ports on SUNDAY, the 17th instant, at

Daylight.

This well-known Steamer is specially fitted for

Passengers, and has a Refrigerating Chamber

which ensures the supply of Fresh Provisions

throughout the voyage.

A Stewardess and a duly qualified Surgeon

are carried.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 13th May, 1896.

[735]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR MANILA.

THE Steamship

"SUNGKIANG,"

Captain C. B. N. Dodd, will be despatched on

MONDAY, the 18th instant, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 13th May, 1896.

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CHINA NAVIGATION COMPANY,

LIMITED.

FOR SINGAPORE.

THE Steamship

"FOOCHOW,"

Captain Blackburn, will be despatched on

TUESDAY, the 19th instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 14th May, 1896.

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"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"CLAM,"

Captain T. Black, will be despatched as above

on TUESDAY, the 20th instant, at Noon.

For Freight or Passage, apply to

ARNHOLD, KARBURG & Co.,

Agents.

Hongkong, 14th May, 1896.

[814]

JAVA, CHINA JAPAN LINE OF

STEAMERS.

UNDER MANAGEMENT OF THE

ROYAL PACKET NAVIGATION COMPANY

OF NETHERLANDS INDIA.

PROPOSED SAILINGS

(Subject to Alteration.)

JAVA, HONGKONG, YOKOHAMA, KOBE,

AMOI, HONGKONG, SINGAPORE,

JAVA.

FROM HONGKONG.

S.S. *Federatia* ... 1. To JAVA ... [May.S.S. *Germania* ... 1. To JAVA ... [June.S.S. *Castalia* ... 1. To JAVA ... [July.S.S. *Germania* ... 1. To JAPAN ... [May.S.S. *Castalia* ... 1. To JAPAN ... [June.S.S. *Federatia* ... 1. To JAPAN ... [July.S.S. *Germania* ... 1. To JAPAN ... [Aug.

General Agents for China & Japan—

LAUTS, WEGENER & Co.

Hongkong, 14th May, 1896.

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Shipping.

STEAMERS.

FOR SHANGHAI.

THE Steamship

"NANYANG,"

Captain F. Scholz, will be despatched for the

above Port TO-MORROW, the 16th instant,

at Noon.

For Freight or Passage, apply to

SIEMSEN & Co.,

Agents.

Hongkong, 15th May, 1896.

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OCEAN STEAMSHIP COMPANY,

FOR LONDON, VIA SUEZ CANAL,

THE Company's Steamship

"SARPEDON,"

Captain Jackson, will be despatched as above

TO-MORROW, the 16th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 14th May, 1896.

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FOR YOKOHAMA AND KOBE.

THE Steamship

"CERES,"

Captain Behrens, will be despatched for the

above Ports on SUNDAY, the 17th instant, at

Daylight.

For Freight or Passage, apply to

SIEMSEN & Co.,

Agents.

Hongkong, 14th May, 1896.

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ROYAL PACKET NAVIGATION COMPANY

OF NETHERLANDS INDIA.

JAVA, CHINA JAPAN LINE,

FOR SWATOW, AMOI, YOKOHAMA

AND KOBE.

THE Steamship

"GERMANIA,"

Captain Bendixen, will be despatched for the

above Ports on SUNDAY, the 17th instant, at

Daylight.

For Freight or Passage, apply to

LAUTS, WEGENER & Co.,

General Agents.

Hongkong, 14th May, 1896.

[815]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"CARMARTHENSIRE,"

Slincock, Commander, will be despatched for the

above Ports on THURSDAY, the 21st instant,

at Noon.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, 14th May, 1896.

[800]

OCEAN STEAMSHIP COMPANY,

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ULYSSES,"

Captain Grier, will be despatched as above on

SATURDAY, the 23rd instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 13th May, 1896.

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"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BENALDER,"

Captain Thomson, will be despatched as above

on or about the 25th instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 13th May, 1896.

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SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A. L. British Ship

"QUEEN ELIZABETH,"

Fulton, Master, will load here for the above Port,

and will have quick despatch.

For Freight, apply to

SHEWAN & Co.

Hongkong, 18th February, 1896.

[156]

FOR NEW YORK.

THE 3 1/2 L.L. American Ship

"LUCILE,"

Ballard, Master, will load here for the above

Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 2nd May, 1896.

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